Costlier air travel by national carriers

†4155. SHRI PRABHAT JHA:
SHRI PRAKASH JAVADEKAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that air tickets of Government airlines are costlier than that of private airlines;

(b) if so, in what manner Government is meeting such losses;

(c) whether it is also a fact that passengers are being more attracted towards private airlines due to wide difference in the rate of the air tickets; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) No, Sir. National Aviation Company of India Limited (NACIL) is a commercial organization and is governed by commercial consideration in its functioning and formulating pricing policies. The fares offered are competitive and are based on market considerations such as fares offered by competitors seasonality, extent of competition and product features like frequency, timing, direct/indirect operations etc. To meet the market requirements arising out of operation in domestic market by private Carriers/ Low Cost Carriers, multiple levels of low fares are offered under Easy fares, APEX fares and Flight Specific Fares. There are frequent upward and downward movements of domestic fares in response to market needs. NACIL also adjusts its fares to meet such market requirements to keep the fares competitive.

Guidelines for Greenfield Airports

4156. DR. T. SUBBARAMI REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Inter-Ministerial group set up to recommend principles, guidelines and licensing conditions for Greenfield airports has recommended that mandatory approval for such airports is not required except in special cases;

(b) what are the other main recommendations made by the Committee; and

(c) whether his Ministry has finalised guidelines and licensing conditions for Greenfield airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The Government has approved a new Policy to streamline the process for setting up of new airports. Its salient features are:

(i) Terms and conditions of all the concerned agenices like DGCA, Security, Defence etc. would be prescribed up-front.

(ii) DGCA can clear a proposal if it meets all the prescribed terms and conditions.

(iii) If the proposal is to set up a new airport within an aerial distance of 150 kms from an existing airport, it would be considered by a Steering Committee of the Ministry of Civil Aviation on whose advice, the Ministry can clear it.

† Original notice of the question was received in Hindi.

(iv) In case the proposal seeks any exemption from any of the prescribed conditions, it would require approval of the Union Cabinet.

(v) All reserved activities to be performed at the airport by Central agencies like immigration, customs etc. would be on cost recovery basis.

Modernisation of Delhi Airport

4157. SHRI RAMDAS AGARWAL:
SHRI DARA SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that the Delhi International Airport (P) Ltd. (DIAL) which was assigned the job of modernising the Indira Gandhi International (IGI) Airport as well as to decongest the airport, is reportedly going very slow in its work; and

(b) if so, what instructions his Ministry have issued so far to DIAL for early implementation of measures to decongest the IGI Airport so as to avoid long queues right from the entry gates to security check counters/immigration checking counters and also to save the passengers from missing their flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The modernization and development of IGI Airport, Delhi by M/s Delhi International Airport Pvt. Ltd. (DIAL) is progressing as per schedule. The progress is being regularly monitored by the Government.

DIAL and other agencies concerned are endeavouring to minimise inconvenience to the passengers during the transition phase.

Losses of Domestic Airlines

4158. DR. T. SUBBARAMI REDDY:
SHRI GIREESH KUMAR SANGHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether various airlines in India have bled losses of around Rs. 2,000. crore in 2006-07, despite a 30 per cent growth in revenues, that is nearly seven times more than previous year's Rs. 301.74 crore losses;

(b) whether his Ministry's estimates provide a clear indication of the financial State of India's nine domestic carriers while their cost of operation has gone up considerably, growth in revenues has not been proportional;

(c) if so, the main reasons for the continuous losses; and

(d) what steps Government proposes to take to improve the position?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Government does not analyze the financial performance of private airlines.

(c) Some losses particularly during the initial years of operation are factored-in by airlines in their business plans and are due to high start-up costs. Other reasons indicated